

## MINERS' CHIEF DARES OPERATOR TO DEFEND TRICKERY IN COURT

Philadelphia, Oct. 31.—John L. Lewis, president of the United Mine Workers, dares anthracite operators to start libel proceedings against him because he is "in your tent to a point where the industry is demoralized and public inconvenience and embarrassment has ensued."

The unionist makes this state-

the Lewis charge is "so far removed from the truth as to approach libel and actual falsehood." Mr. Warriner took no part in wage negotiations prior to the strike.

strike, although the miners pleaded with him to appear, rather than be represented by subordinates. President Lewis had this in mind when he wrote to the operator:

"Your presence upon the mine is imperative. The miners said the miners' executive."

Answering Mr. Warriner's statement that "the union leaders have violated their trusteeship of the interests of the anthracite mine workers," President Lewis said:

public platform at this late day as the spokesman of the anthracite operating interests plainly reveals the insecurity of their

position before the public. What a pity it is that you did not deign to enter the negotiating conferences last July when you were invited to do so, instead of sulking in the background. Your membership for the honor of their acts and by no stretch of the imagination can you be permitted to set yourself up as their moral guide and philosopher."

## INCOMPETENT, NON-UNION SEAMEN AIDED BY GOVERNMENT OFFICIALS

New York, Oct. 31.—Stories of a drunken, incompetent crew on the wrecked steamship *Commanche* are repeatedly heard, though every effort is made to silence the ugly indictment.

The vessel is owned by the Clyde line, which operates between this city and southern ports. The company is anti-union. Its president led the ship owners' association on the Atlantic coast in 1921 when union seamen were locked out.

Affidavits of the crew's incompetence were issued by the captain, which are supposed to be issued only to persons who have actually demonstrated their competency in lifeboat duties, are held by thousands of men who scarcely know the difference between an oar and a capstan bar. These certificates are also issued by the steamboat inspection service.

Organized seamen say the disaster is the result of the company's hostile attitude toward competent seamen and the failure of the federal inspection service to observe the seamen's law, which provides that there must be at

Chicago, Oct. 31.—"Press reports of an incompetent crew on the steamship Commanche can be traced to violation of law," said Winifred A. Olander, secretary of the United States department of commerce, under which the bureau operates."

Secretary Olander pointed out that it is the duty of the federal steamboat inspection service to enforce all laws concerning the number and character of the crew, the conduct of the officers and the selection of the crew.

"The federal inspection service has issued able seaman certificates indiscriminately on the mere sworn assertion of applicants that they have the necessary experience," said Secretary

Olander. "In many cases inspectors their own laxity."

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**ELECTRICAL TRUST  
HAS GRIP ON WORLD**

**INSURGENTS WORRY  
STANDPAT LEADER**

New York, Oct. 31.—At hearings conducted by the Federal trade commission it was shown that the General Electric company controls electric companies in practically every country of the world.

The world and every state or the Union. It has large holdings, through a subsidiary, in the Radio Corporation of America, the largest of its kind in this country.

The world holdings were revealed by an officer of the International General Electric company, a

subsidiary of the General Electric. The International, he said, owns stock in the General Electric company of South America, with branches in Argentina, Brazil, Mexico and Cuba; in the Securities company of Cuba, Australian General Electric company of Eng-

land, Far East Finance corporation, South African General Electric company, Tokio Electric company of Japan, in the Thompson-Houston interests in England, France and Italy, as well as in companies in Holland, Spain, Hun-

## INSURANCE FAVORED FOR AUTO VICTIMS

Toledo, Ohio, Oct. 31.—State compensation for injuries should be expanded to include victims of auto accidents, says a report from the American Bar Association's Committee on Compensation for Personal Injuries.

The jurist favored compulsory community liability for persons responsible for accidents other than those injured in industry, said Superior Court Judge Marks of Cincinnati in an address before the county bar association.

penation insurance on automobile accidents similar to the workmen's compensation law. In the small percentage of cases where the defendant is financially responsible, he said, a settlement requires on an average two and one-half years and in many cases five or ten years.

"And who," Judge Marks asked, "is paying the grocery bill, the rent, and buying clothes for the wife and children while the wage earner, crippled by an accident, lies helplessly in bed?"

**DIDN'T SCARE UNIONISTS**

Providence, R. I., Oct. 31.—Official

**LEATHER WORKERS ACTIVE**  
Philadelphia, Oct. 31.—Leather workers are conducting an organizing campaign, W. E. Bryan, president of United Leather Workers' International union, was in this city encouraging and advising these workers. He reported

in their rights. United States Senator Metcalfe is interested in the mill. Similar activity in Boston and Winton.